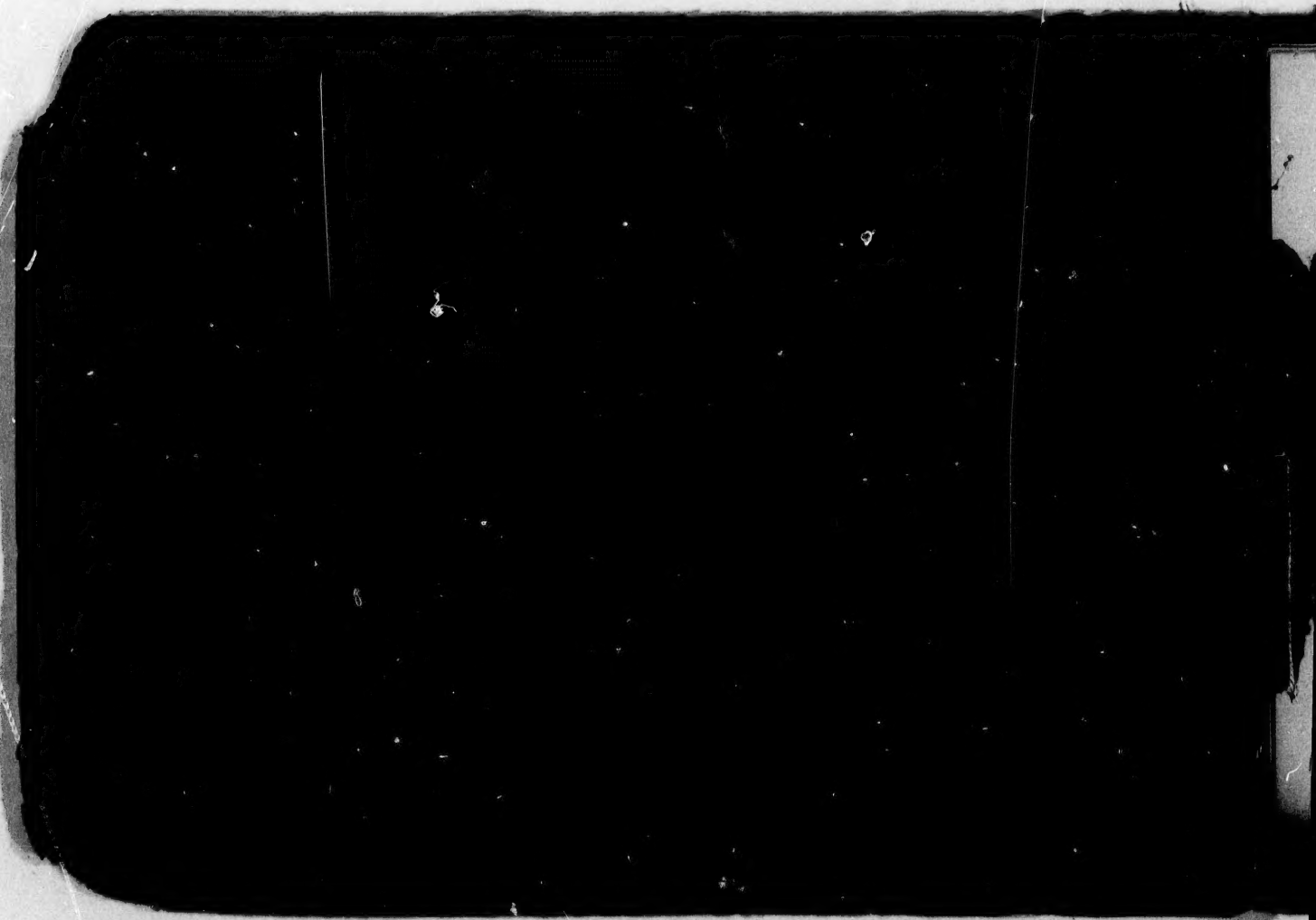




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Bermuda



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WINTER RESORTS IN SOUTHERN SEAS.

BERMUDA

AND THE

Windward West India Islands,

NOW CONNECTED BY OCEAN TELEGRAPH CABLES AND REACHED

BY THE

New York, Bermuda and West India Mail Steamship Lines

OF THE

• QUEBEC STEAMSHIP COMPANY. •

F1631

Q35

THE GLENN CO., NEW YORK

PUBLISHED BY THE
QUEBEC STEAMSHIP COMPANY.

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BY THE
SHIP COMPANY.

REB 10 Jan. 04

BERMUDA ISLAND
700 MILES SOUTH OF NEW YORK.
CABLE AND STEAMER CONNECTION WITH NEW YORK.

WINTER 88-89
SHOWING HIGHEST & LOWEST TEMPERATURES

	NOV.	DEC.	JAN.	FEB.	MCH.	APR.
BERMUDA ISL.	76-80	72-52	70-54	68-52	71-53	74-51
LOS ANGELES CAL.	63-40	78-41	71-32	64-33	81-44	83-46
SAN DIEGO CAL.	75-40	73-43	78-39	86-37	80-45	83-47
JACKSONVILLE FLA.	83-50	72-27	74-31	81-31	87-35	86-44
ST. AUGUSTINE FLA.	84-40	73-29	78-32	81-32	78-40	84-48

MOST EQUABLE CLIMATE IN THE WORLD

WINT 88-89.
SHOWING HIGHEST & LOWEST TEMPERATURES.

	NOV.	DEC.	JAN.	FEB.	MCH.	APR.
BERMUDA ISL.	77-62	73-58	71-50	72-49	72-58	74-56
LOS ANGELES CAL.	82-43	88-40	87-34	81-35	81-40	84-42
SAN DIEGO CAL.	83-48	88-40	86-35	77-36	76-41	86-45
JACKSONVILLE FLA.	88-30	80-35	80-40	83-44	86-27	86-47
ST. AUGUSTINE FLA.	84-35	78-43	79-43	81-45	87-28	86-51

Photographed by Geo. H. H. 18

SEA BATHING ALL WINTER.
100 MILES STONE ROAD - NEVER MUDDY.
GOOD HOTELS - FINE SHOPS - GOOD
TAILORS - CHEAP LIVERY.
DELIGHTFUL YACHTING - GOOD FISHING
- BEST CYCLING.

ARMY AND NAVAL STATION.



WINTER 88-89
SHOWING GREATEST MONTHLY & DAILY RANGE OF TEMPERATURE

	NOV.	DEC.	JAN.	FEB.	MCH.	APR.
BERMUDA ISL.	15	11	15	14	21	16
LOS ANGELES CAL.	39	33	28	21	33	25
SAN DIEGO CAL.	37	34	29	19	31	22
JACKSONVILLE FLA.	56	27	45	30	40	34
ST. AUGUSTINE FLA.	40	35	36	36	36	35

WINTER 88-89
SHOWING GREATEST MONTHLY & DAILY RANGE OF TEMPERATURE

	NOV.	DEC.	JAN.	FEB.	MCH.	APR.
BERMUDA ISL.	40	29	27	26	21	15
LOS ANGELES CAL.	29	23	20	14	20	15
SAN DIEGO CAL.	29	23	20	14	20	15
JACKSONVILLE FLA.	40	29	27	26	21	15
ST. AUGUSTINE FLA.	40	29	27	26	21	15

BERMUDA ISL.

The "Bermudas."

In the Atlantic Ocean, south of the Gulf Stream and east from Charleston, S. C. about six hundred miles, there has grown during untold centuries, a cluster of coral islands whose surfaces rise several hundred feet above the sea. They now present hill and vale, covered with a semi-tropical growth, forming perfect pictures; grand in their ocean views and serenely quiet in their diminutive interiors.

The Islands, for two centuries, have been treasured by England; first, on account of their great productiveness, and latterly, as an impregnable fortress. Millions of pounds sterling have been laid out in cutting roads and connecting the island forts, and nature has provided in the coral formation, unfailing drainage to every spot.

Ocean storms expend their force upon the forts which crown the hill-tops, and summer breezes blow cool airs from the sea through every nook.

The great Gulf Stream, with its flow of torrid waters, has proved an effectual barrier to the Northern blizzard, and winter temperatures can not be found below the fifties; nor does the mercury show beyond the eighties in midsummer. The British Government has constructed an ocean cable bringing these Islands into telegraphic communication with all the world.

Without further prelude, the reader will please suppose himself surging along in a cab through the densely crowded thoroughfares leading to Pier 47, North River. It is a gray and dispiriting December afternoon, fine rain and heavy wet snowflakes pelt against the carriage window spitefully. This is the trying portion of the trip, and when the Bermuda traveler finally sights the wharves, and looks out upon the broad misty expanse of the river, it requires all of the mental resolution at command to resist the desire to clamber back into the cab and order the driver to the cozy, comfortable "home" just left. But who does not love to see a big ship leave the port or come in? There is poetry in the idea. It is stronger than the tarry smells of the wharves or the sad dispiriting influences of a December rain storm in New York City.

The steamship is alongside the dock. Enter the Social Hall, and pass down the "companion way"—we should call it the grand stairway, on shore. Here is the warm and spacious cabin, and in

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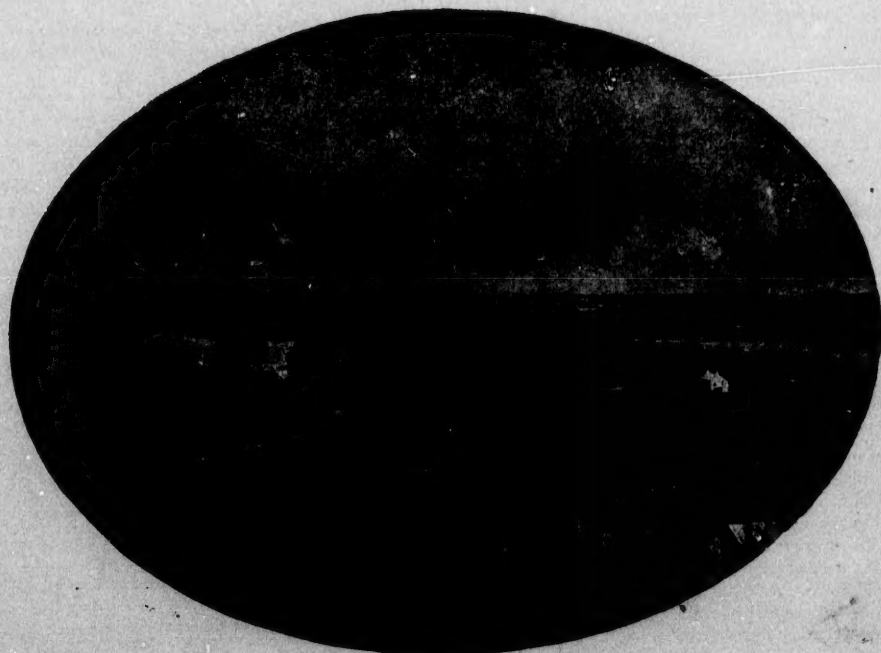
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VIEW FROM LIGHTHOUSE.

groups, chatting with those who have braved the inclement weather to see them off, are the passengers. All strangers now, but the sea is a great social influence, and two or three days upon deck add surprisingly to one's list of acquaintance.

On the second day out the weather is clear and cool. We are in the Gulf Stream and the noble vessel ploughs her way along through the deep blue waters steadily and gracefully. It is much warmer than we expected to find it. It is quite comfortable upon the lee side where most of the passengers gather, and with a good book to read one may readily banish care and forget New York with its many perplexities and mud and damp cold weather.

On the third day we have reached a climate of May. The midday sun glows down upon the illimitable expanse of ocean which sparkles in the warm sunshine in a gladsome way. We are nearing Bermuda; so the Captain says. Why! It's only a bit of a trip after all, and Bermuda is in sight!

The green hills of its many islets rise above the brilliant opalescent tints of its lucid sea waters flowing above the snowy coral reefs. What is that? A tiny sail coming like some venturesome bird far out from the land, speeding straight toward us. It is the pilot. Thanks to his eye and iron nerve we will shortly be guided past the hidden reefs and moored safely in the smooth waters of Hamilton Harbor.

It is not, as you may suppose, a single long islet as it appears from the ship's deck, but, in fact, a succession of rocky islands, over 260 feet high, extending in an irregular curve somewhat like a fish hook, the hooked end being to the westward and forming Great Sound, through which we must pass by a devious course before we finally reach Hamilton, the metropolis of the group. There are five large islands, namely: the "Mainland," St. George's, David's, Somerset and Ireland. Four of these are connected by bridges or causeways. There are many smaller islets scattered about in picturesque irregularity, each having its own particular charm. Miles away from these visible islands a cordon of sunken reefs encircle the islands. The pilot is not in this instance a simply ornamental personage. Great responsibility and watchful care are his from the moment he takes the wheel. The channel ways through this fearsome rampart reared by the minute coral insect are narrow, and only the pilot knows their secret. Once past this outer rampart we are safe, however, and rapidly approach the green and fertile shores which are the *ultima thule* of our voyage.

The topography of the islands now shows to advantage. Yonder—upon Gibbs' Hill—is the chief lighthouse, a shapely tower of 136 feet in height, the hill itself being 245 feet above the sea. The light is visible, in good weather, thirty-three miles.

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ADMIRAL'S GROUNDS.

The stranger floating over the white shoal of a coral reef for the first time will be wonder-struck by the marvelous clearness of the sea-water and the strange effect of deception as to the depth, for objects which appear to reach nearly to the surface are found to be so deep that the vessel passes safely over them. The sunlight reaches many fathoms down upon this vast submarine plain, displaying every object clearly to the gaze as we glide swiftly along. And then the color, that beautiful bewildering green; just the shade that one catches in the gleam of an opal or the tint of malachite. Painters have sought to rival it with pigment in vain.

Next we pass "Grassy Bay" and are within a land-locked "Sound." Off to the right is Ireland Island with its great Government dock-yard and heavy armored war-ships. Along the attenuated spur to the right, which we afterwards learn to know as Southampton Parish, the cozy white houses of the islanders peep out from amid the trees, and we find ourselves wondering, in speculative mood, if care and sickness, worry and death finds lodgement amid such fairy scenes. Doubtless, for such is the inheritance of the world, and even the isles of the sea escape not. And yet, if one could but live here a part of every year, how much life might be prolonged, and what ills bred by our changeable American climate be avoided! What days of quiet joy might replace those spent in fretful complainings concerning the weather.

Bermudians are like all the rest of the world, fond of their little excitement and if you should think to ask the average native what particular thing he would rather see than anything else, the chances are good that he would reply, "To see the steamer come in." Thus it is that when we draw up opposite the neat and pretty town of Hamilton, which glows in the mellow light and stands out against its dark-green background like a city cut in ivory, we find, apparently, the entire population waiting as a general committee on reception to welcome us ashore.

But, it is not the tourist alone which makes Bermuda important. It is a military and naval fortress, and Great Britain, with that far-sighted policy which has made her the mistress of the seas, and placed her flag in every part of the world, long ago found Bermuda a convenient central point, for the rendezvous of her squadrons of war-ships, when cruising in the Northern Atlantic. In these days of steam it is a coaling station as well as a repairing point. A garrison of troops is always maintained here with immense supplies of munitions of war.

It is this element of strength and the brilliancy of the uniformed class located upon this station, which constitutes one of the great charms of winter life at this place. While the strictest forms of etiquette and ceremonial are insisted upon for the better preservation of the traditions of the "Service" by the officers of

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A BERMUDA YACHT.

both the military and naval branches, yet the visitor will find among them, if properly introduced, many charming gentlemen, and in their families the most accomplished and attractive ladies.

The additional elements which make Bermuda so pleasant are its novelty and departure in appearance from anything found elsewhere. Its genial and consistent climate, its excellent roads, its picturesqueness and, lastly, its good hotels.

Thus we find it, only three days away from New York, a delightful little aggregation, quite complete in itself, and when we sum up its scores of good points and think of the wretchedly cold and uncomfortable Manhattan we are moved to wonder that all the coughing, sneezing, epizootic population of the "States" have not found Bermuda out and come over here.

The first thing which strikes the new comer upon going ashore and driving away to his or her abiding place is the excellence of the roadway. Here, indeed, is a pavement which is the *acme* of good workmanship and enduring quality. It is simply the solid coral rock planed down to a level or made by debris of the same material, which rapidly levels down like cement under the action of the elements, and becomes hard and durable.

A thin but rich soil covers the hills, being deeper in the valleys (say a foot or so thick) and out of this the vegetation springs. All forms of vegetable life in these islands, as among tropic lands, generally derive their sustenance chiefly from the air.

A great point, too, in favor of Bermuda is the absence of anything like fresh water marshes. The porosity of the calcareous rock causes the absorption of rain-fall at once. Indeed! all of the water used for domestic purposes is caught from the rain-fall in reservoirs placed upon the hills, or in tanks with which all houses are supplied.

The charm of life in Bermuda, and especially in the delightful little community of Hamilton, grows upon one, as residence is prolonged and the novice becomes better acquainted with the many beautiful excursions possible from this central point.

Hamilton itself is quaint and delightful to an artist's eye. At the book stores one may obtain excellent maps and guides of Bermuda, which contain a vast amount of specific information, and should be purchased by every visitor at once upon arrival.

The Hamilton Hotel is now the largest and most elegant building in the city of Hamilton, and its grounds are well laid out and filled with beautiful flowers the entire winter. It is provided with all modern

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CEDAR AVENUE—HAMILTON.

conveniences, including electric bells, steam elevator (the only one in Bermuda), and gas in all the rooms, hot and cold water baths, etc. The house has also lawn tennis and croquet grounds. It is situated on the highest ground in the city, ensuring dryness and perfect drainage. It is within five minutes' walk of the public docks, post-office, house of assembly, court house, public library and all government buildings. It has a livery stable, with good horses, carriages, and careful drivers. It is the only house giving weekly hops to its guests and their invited friends, and with music by the regimental band, the evenings pass only too quickly, and are a source of enjoyment and pleasure to all. From its elevated situation it commands extensive views of the city, the surrounding country, the harbor, shipping and the adjacent islands. The beautiful Victoria Park is directly in the rear of the house, and is always open to the public. The regimental band gives weekly afternoon concerts there, to which all are invited, and the excellent music is much enjoyed.

One of the favorite promenades is Cedar Avenue, which is near the hotel and is a beautiful archway of green. The Governor's residence is near by, and it is but a short walk to Prospect, where the officers of the Royal Artillery have their quarters. As the name would indicate, here is a most enchanting view of land and sea, such as the beholder is not likely to forget while memory lasts.

The Princess Hotel is situated on a bold elevation at the southern and western extremity of the picturesque harbor; its southern or sunny frontage is built almost on the water's edge, but the highness of the rocks, which are the solid foundation of the main structure, preclude the possibility of any inconvenience being experienced from tempestuous weather, while its happy location offers superior bathing and boating facilities for the weeks of glorious weather of which the winter is made up. The building for guests, irrespective of outhouses, laundry, etc., stands on an area of 15,000 square feet, and its southern face is some 140 feet long. Its western wing extends back 150 feet, and commands a magnificent view from all its windows. The facilities this hotel offers for the thorough enjoyment of the salt water is one of its greatest charms and attractions. There is a covered piazza, 12 to 14 feet wide, running the entire length, warmed the whole day by the health-giving sun, a promenade for the invalid, a seductive resort of the lounge, the smoker, the tired yachtsman and valetudinarian. The edifice is gas-lighted throughout; there is telephonic communication with Hamilton and with the livery stables near the premises.

The daily range of temperature from December to May is between 65° and 80° Fah; the thermometer standing at a point during this period quite comfortable, even to invalids. There is occasionally a day when a slight fire is grateful.

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VIEW FROM PRINCESS HOTEL.

The area of the island is $19\frac{1}{4}$ square miles, and the population about 15,000. About 200 foreign vessels are annually entered and cleared from the two ports of Hamilton and St. George's.

The leading fruits of Bermuda are the banana and melon. Some grapes are also produced.

There is a great abundance of fish—as many as 168 varieties having been observed. Angel-fish are an esteemed table delicacy.

The value of the potato and onion crops annually exported is about 80,000 pounds sterling.

One of the standard attractions is the great dockyard at Ireland Island. A steam launch maintains regular service between Hamilton and this point. A large arsenal establishment and an extensive basin which will accommodate a whole fleet at anchor are found here; but the chief feature is the enormous floating dry-dock. This monster was built at Sheerness, in 1868, and towed hither across the Atlantic, arriving safely after a voyage of fifty-six days. It will accommodate the largest iron-clads. Its weight is over 8,200 tons.

Nearly 1,200 persons—marines, sailors and civilians—are employed in public work upon Ireland Island.

There are one hundred miles of roadway upon the islands, most of it being kept in excellent repair.

The wonder works of the sea are found along the southern shore, which is broken in many places into the most fantastic forms through the ceaseless turmoil of the sea. Here are groined arches and caverns and nooks where sea sprites and mermaids may properly dwell.

Harrington Sound is a saline lake of considerable extent, having a very narrow outlet into the sea. Beyond this, toward St. George's, is Castle Harbor. Upon the northern shore of Harrington Sound are the famous Walsingham Caves. Paynter's Vale and Joyce's Dock, where a cave ornate with *stalactites* is found, Moore's storied calabash tree is found close to Walsingham.

Neptune's Grotto, a natural well containing a great number of beautiful fish, is at the southeast corner of Harrington Sound.

Basset's Cave is near the western end of the group upon Somerset Island.

"Fairy Land" is an exquisite inlet, the banks of which are overgrown with mangrove bushes and many beautiful descriptions of aquatic plants. It may be reached either by land or boat, one mile from Hamilton.

Such are a few of the many resorts of local note which serve as objective points for delightful drives.

The pleasures of navigation amid the lovely isles of the harbor, or in good weather, far out over the reefs of the open sea, will always rival the attractions of the land.

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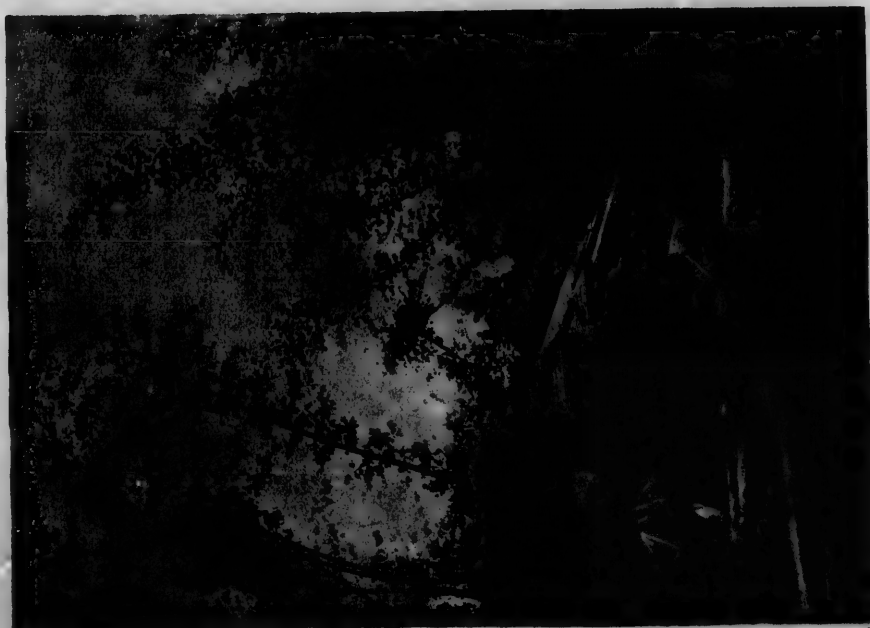
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SPRINGFIELD COTTAGE.

The Royal Bermuda Yacht Club is one of the live institutions, having a membership of about 120. Regattas are announced frequently during the season, which with the many other attractions, natural and social, render life in Bermuda highly enjoyable.

The following table of places and prices the intending visitor will find useful:

HAMILTON HOTELS AND BOARDING HOUSES.

Hamilton Hotel, { From \$21.00 per week and up- wards, according to rooms.		Princess Hotel, { From \$17.50 per week and up- wards, according to rooms.	
PER DAY.		PER WEEK.	
American House,*	\$2.00 to \$2.50	Mrs. Stone,	\$10.00 to \$12.00
Windsor House,	2.00 to 2.50	Mrs. Bennett,	10.00 to 12.00
Kennedy Hotel,	2.00 to 2.50	Mrs. Riley,*	10.00 to 12.00
Albion House,*	2.00 to 2.50	Mrs. Steele,	10.00 to 12.00
Scarborough House *	2.00 to 2.50	Mrs. Penniston, (But for fishing and boating),	10.00 to 12.00
Sea View House,	2.00 to 2.50	Mrs. Kirkham,	10.00 to 12.00
Brunswick House,	2.00 to 2.50	Mrs. E. A. Newman,	
Victoria Lodge,			

* Near the Hamilton Hotel.

ST. GEORGE'S.

BOARDING HOUSES.

PER WEEK.		PER WEEK.	
J. Alderman,	\$10.00 to \$12.00	Mrs. Anderson,	\$10.00 to \$12.00
Miss Bruce,	10.00 to 12.00	Miss Foster,	10.00 to 12.00
A. Swan,			\$10.00 to \$12.00

HOTELS.

PER DAY.		PER DAY.	
Globe Hotel,	\$3.00	St. George's Hotel,	\$3.00

membership of about 120.
attractions, natural and

USES.

\$17.50 per week and up-
according to rooms.

PER WEEK.

-	\$10.00 to \$12.00
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PER WEEK.

-	\$10.00 to \$12.00
-	10.00 to 12.00

PER DAY.

-	\$3.00
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CORAL ROCK.

The New Winter Resorts.

By FRED. A. OBER.

Within a week from New York lie the islands of the Windward West Indies, where one may enjoy in January the climate of June, may recline beneath palms and plantains, and eat the luscious fruits of the tropics as they fall from the stem: oranges, bananas, pine-apples, sapadillas, sour-sops, guavas, limes, lemons, mangoes, custard apples, cocoa-nuts, bread-fruit—all these, and more, await the voyager to those islands.

Aside from the beneficent conditions which make the acquisition of the needs of life so easy of acquirement in the warm latitudes, there is an ever-varying and inexhaustible fund of novelty to divert the mind and charm the senses.

Until recently these gems of the Caribbean Sea have been reached only by a tedious sea-voyage in a sailing-craft, or roundabout journey by steamer, attended by discomfort and expense. Now it is changed; a rapid and uninterrupted line of travel is established between New York and the Lesser Antilles, and now it is but a step from zone of snow to zone of heat, by the steamers of the Quebec S. S. Co.

The Archipelago, exhibiting every variety of climate peculiar to a region lying within the tropics, contains also every beautiful aspect of vegetation, from the sugar and cocoa-plants of the heated coast to the tree-ferns and giant gum-trees of the mountains. The temperature is all that could be desired, in the first four months in the year, and ranges from 65° in the mountains, to 80° on the coast.

St. Kitts.

Population, 22,000. Area, 175 Square Miles.

Is an island of great beauty and fertility. It is English, and was one of the first settled by them. St. Kitts produces vast quantities of sugar, molasses and rum, and has some of the finest estates in the West Indies. Basse Terre is the name of the principal town, lying in a beautiful and fertile valley, between a group of high mountains on the north and barren hills on the south. Its principal mountain, Mount Misery, is 4,300 feet high, an extinct volcano, with a great variety of tropical vegetation covering its slopes. Its peak is isolated and very steep, and considered one of the hardest to climb of any in the South. From the top

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A BERMUDA COTTAGE.

one can view the whole island, and all those others grouped within forty miles. Immediately beneath the cone is the crater with a smoking sulphur deposit in it, and a lake. A very deep gulf it is to descend and difficult. On the Caribbean side of the island, fifteen miles from town, is Brimstone Hill, a limestone hill so strongly fortified as to have received and merited, in olden times, the name of "Gibraltar of the West Indies." It is now abandoned and in possession of monkeys, who swarm in the deserted casemates. If the visitor to St. Kitts is desirous, he may be put in the way of indulging in a monkey hunt in the woods. There are some pretty views in town, the best of which is of the square, possessing a fountain, several palms and banyan trees. There is a good restaurant in town, a good reading-room, a fine cathedral and churches. A ride around the island, 30 miles, over roads as hard as iron, should not be omitted, when one can enjoy some magnificent scenery.

Antigua.

Population, 35,000. Area, 280 Square Miles.

Is a lovely island, in its level fields, rounded hills and gentle swells. Its principal town, St. Johns, has some fine buildings, and the largest cathedral in the English islands, the towers being nearly 130 feet high.

The Government has offered a good subsidy for a large hotel which will shortly be built. In commercial importance the island stands well, as the estates are large and skillfully cultivated, and soil yields abundantly except in time of drought.

The roads are excellent and lead to the most charming beaches and bays, and the harbor unsurpassed for boating facilities. The numerous ponds abound in ducks and coots, and in the season the pastures swarm with plover and curlew; pelicans and sea-birds surround the coast, and some of the little cays have been converted into private preserves by hospitable owners. Antigua being the seat of government of the Leeward Islands, the society here is good and enjoyable. To one mineralogically inclined, the hills and valleys offer tempting fields for exploration in their stores of fossils and petrifications, and the shores are strewn with shells and corals. A mile or two from the town is a valley of petrifications, a large interior basin, or depression, in the centre of the island. Here may be obtained very beautiful examples of petrified cedar, palm, mangrove, etc., completely silicified, with veins of chalcedony and agate.

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TRINITY CHURCH—TRINIDAD.

Dominica.

Population, 27,000. Area, 291 Square Miles.

Sailing southward, the voyager will find the islands to increase in attractiveness; the mountains attain to great altitudes, the cliffs to grander proportions, and the vegetation, that covers all as with a carpet, grows ranker and richer. The perfection of insular loveliness is attained in Dominica and Martinique—two islands, lying one on either side the parallel of 15° north latitude. North of these islands no others equal them, either in the boldness with which their sea-worn cliffs shoot up from the waves, or in luxuriance of the vegetation that covers them. They seem to realize the poet's dream of breezy heights in proximity to tropic strands. Here the traveler will see exemplified the wonderful creative power of the hot, moist climate of the West Indies in producing the giants of the vegetable kingdom.

Take the bridle path leading up the mountains, and you may ascend, in an hour, from heated coast to cool and verdant mountains, and view wonders of vegetation that man but seldom sees. At an altitude of 400 feet, the tree-fern makes its appearance; soon you will be lost in admiration of the richness of the mountain flora, for there will be ferns and bigunonias, orchids, epiphytes and tilandsias, that are never seen out of the tropics—that are more at home in the Andes and along the Amazon than in the West Indies. The trail is steep, but if you are mounted upon one of the island ponies, there is no danger of a fall. At an elevation of 2,000 feet the giant trees are entirely enveloped in masses of air plants, and the branches woven together by the climbing vines and bush-ropes. After two hours' riding you will reach the famous

MOUNTAIN LAKE,

one of the three occupying the basins of extinct craters. The writer, in company with Dr. Nicholls, of Roseau, thoroughly examined this lake, in a boat carried up the mountains by two men. It was most delightful to float upon the calm surface of this secluded sheet of water, at an elevation of 2,300 feet above the sea, surrounded by the rank-growing plants of the tropics. The aerial gardens seen here are in their greatest beauty, about the flowers of which dart and flutter gorgeous humming-birds, resplendent in metallic hues of purple, garnet and green. Here, at the lakes, is the "marooning place," where a cave, dug from the clayey bank, gives shelter from rains. Gloomy mountains rise in the interior, among which Morne Diablotin, said to be the highest in the chain, offers tempting bait to mountain climbers. Their wonders are manifold.

A ride through the mountains to Grand Bay will reveal the most exquisite scenery in the Islands.

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BARDON HALL—BARBADOS.

Martinique.

Population, 134,000.

Picture a mountain, or congeries of mountains, fifty miles in length, covered from base to summit—from circling Caribbean Sea to cloud-capped crests—with such a vegetation as only the tropics can display. Imagine yourself sailing into a broad bay, three miles in length, with a town at its bight, picturesque in houses of stone covered with earthen tiles. The streets are narrow, the sidewalks narrower, and they are crowded with people, a motley assemblage of every hue; they make way gracefully for a stranger, for they are French—as thoroughly imbued with the national superficial politeness as any Parisian. They are of every shade, from the white and rosy Frenchman of fine proportions to the black brother whose ancestor danced beside Afric's sunny fountains. The colored creoles, the females, who frequent the streets and market places, are attired in quaint and curious long dresses, gathered up under the shoulder blades and with waistbands drawn tightly just under the arm. If the dresses are gay, the turbans are gorgeous, and sometimes covered with jewelry.

Through every street runs a gutter of water from the hills, and if the traveler lands in the morning, near the break of day, he will find these gutters alive with people. He will meet, perhaps, a baby disporting in the water, and kept from being hurried off in the flood by maternal hands; then a pet poodle being soused in the narrow gutter. The streams being fed from mountain lakes, cleanliness in dress and habitation, even among the lowest classes, is everywhere conspicuous. There is a fine cathedral here, a theatre, cool squares with flashing fountains, a beautiful garden of plants in the suburbs, containing wonderful plants and a nice little museum, and a *savane* with shaded promenades, where a military band gives excellent music on Sunday afternoons. The mountain rides, over good roads, are calculated to invigorate and refresh one, and a few miles from the town St. Pierre, are warm springs, much frequented. The stores contain the best of French goods, and the hotels here are the best in the Islands. No one should leave without testing at least one *déjeuner* at the Hotel Micas, with its delicious fruits, good wines and dishes. Here in St. Pierre is one of the best photographic establishments in the West Indies, and no one should leave without visiting M. Hartmann and examining his collection of views.

A call should be made, if possible, at Fort de France, twenty miles below St. Pierre, the seat of government. There is a statue to the Empress Josephine, who was born on this island, at Trois Islets, five miles

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ALMOND WALK—TRINIDAD.

from Port Royal. There is a large dry dock here, second in capacity only to the floating dock of Bermuda. Above Fort de France are also warm springs, near the Trois Pitons, peaked mountains that can be seen from the town.

An eastern road runs along the Atlantic coast, over lovely hills and valleys, with views in sight the whole distance, that would repay a week's stay, through an avenue of ninety-one palms and past a noted mineral spring, to the distant land country.

Saint Lucia.

Population, 32,000. Area, 250 Square Miles.

Next in size to Martinique, and second largest in the Lesser Antilles, it is famous for its picturesque appearance from the sea. There is much cultivable land and many hills and mountains and beautiful valleys. Castries, the port and capital, is rather hot. Lying at the end of a deep harbor, it is surrounded by strikingly beautiful scenery, with hills and valleys noted for their salubrity. The steamer draws up to the wharf here, a feat which is not possible in any other harbor, and the passenger can step on shore; and he should climb the hill and visit the broad savanna, where are the fort, signal station and government house—the view from here is superb. A most interesting operation is that of coaling, which is done here by women, who carry great lumps and baskets of coal upon their heads.

St. Lucia has its Soufrière, or sulphur mountain, but by far the most beautiful of the detached mountains that thrust themselves up from the sea are the Pitons. Their height is variously estimated, but they are very high, symmetrical, trim peaks, shaped like pyramids, covered with green to their very tops.

Barbados.

Population, 62,000. Area, 160 Square Miles.

Has more people to the square mile than any other country outside of China. This fact gives it an importance in the eyes of a Barbadian second to no other country in the world. While the good Barbadian lives he prefers to reside in Barbados; when he dies he wants another just like it. Quantity, not quality, is his preference—he prefers two black men to one white man, though the negroes here are the most insolent in the world; they are industrious, because with so many it must be work or perish, and they are moderately

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BEACH—TRINIDAD.

intelligent; they constitute about 150,000 of the whole number. Barbados lies directly east of St. Vincent ninety miles—rather, the other islands lie *west* of Barbados; this is why they are called the *Leeward* Islands because they are to leeward of Barbados. The Barbadian divides all the divisible world into two parts, one part of which is to leeward, the other to windward of Barbados. For the same reason, among these Islands going south is going *up*—to Barbados; going north is going *down*—from Barbados.

It is a depot of the Royal Mail, and there are seldom less than two of their steamers in port; here those out from England meet those from Demerara and the Islands. A breakwater protects small vessels from gales, and a powerful light serves as a beacon for approaching vessels. A great deal of business is done in Bridgetown principally in sugar, the exports in 1876 amounting to nearly \$5,000,000, and the imports to more than that. In Bridgetown are many large stores. There is a fine hotel for winter visitors at a beautiful seaside place called Hastings. There is everything here to attract a person in search of a mild climate, pure air, boating, bathing, fishing, good riding and pleasant scenery.

There is a regiment of red-coats, with officers that are nice, and privates that are smart. Near Bridgetown there are some very fine residences and pleasant grounds; the Governor's residence, "*Farley Hill*," and some of the country and suburban churches are very attractive—of stone, spacious and elegant, and draped in ivy.

Trinidad.

Population, 110,000. Area, 1,754 Square Miles.

Though an island, Trinidad belongs, physically and geographically, to South America; its geologic constitution is South American, as well as its fauna and flora. Situated in latitude 10° north, and hence the most southerly of all the Islands, it possesses a climate warmer and moister; its products are remarkable, and in variety of timber and forest trees is excelled by no island in the chain. It is the most important, not only from its geographical position, but from the extent of its territory, as yet hardly explored. Unlike Barbados, which is cultivated to the extent of its productive power, Trinidad has thousands of acres susceptible of cultivation as yet untouched. Not only is the soil rich, but there are mineral products, coal having been found. Since that day in 1498, when Columbus, looking upon its peaked hills, called it *La Trinidad*, to the present century it has known much of the evils of war. Wrested from the Indians by the Spanish, it was taken by the

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French, and later by the English, who have kept it ever since. Here we see the survival of the fittest, for he who fought the hardest holds possession of the soil—even the valiant Briton. Many great men have preceded us, reader; Raleigh, Columbus and Humboldt. But where are the Caribs, whose cannibalistic amusements the rude Spaniards interrupted? Alas! they are no more. In their place are negroes and coolies, and the various colored races resulting from amalgamation of these with the ever-dominant white man. The Dragon's Mouth—so called by Columbus from the dangerous character of its current—gives entrance into the great Gulf of Paria. You will sail in between high cliffs covered with a vegetation that hardly prepares you for the richness of the island beyond. There are four of these channels opening into the Gulf of Paria, which lies between Trinidad and the continent, with a length of upwards of 100 miles, and an average breadth of fifty. While the shores of Trinidad are mainly hilly east and north, the southern shores of the great gulf are generally low and marshy, bordered by great groves of mangroves, which have extended in places several miles beyond the land. These trees were once inhabited by a tribe of Indians, called Guaroners, who built their huts among the branches, lived on fish, and carried on a little trade with Trinidad. The southern opening to the Gulf of Paria, between Trinidad and the delta of the Orinoco, is called the Serpent's Mouth, and through this mouth, from the southward, are blown some of the strongest currents ever breasted by sea-faring men, sometimes with a velocity of from three to four miles an hour.

And now, having examined the "lay of the land," and having cast a glance at the historic cruising-ground of Columbus and Raleigh, let us look at the principal port of Trinidad—

PORT OF SPAIN.

It lies in the northwestern part of the island, near the Caroni River, occupying a portion of a plain, well cultivated and fertile. It is considered a desirable place of residence during a good portion of the year. It contains about 22,000 inhabitants, many fine buildings, and is considered one of the most important cities in these Islands. It has been so often and so exhaustively described that little remains to be said. The object of this guide is to direct attention to the equally beautiful, though less known, islands north of Trinidad, and to present such descriptions as have not before been offered to the public. Writers without number have paid their respects to Trinidad. The Botanic Garden is the lion of Port of Spain; it should be studied for days, as here are gathered the principal plants of the tropical world. Of late years it has been suffered to rest on its laurels, and has been more an object of profit than pleasure.

The vultures that congregate by hundreds in the trees of the square, roost on the house-tops, and wrangle over refuse in the streets, are curious to the visitor, but they indicate the sanitary condition of the city, for they are the sole scavengers and only *scavengers*. They are protected by law and keep the streets wonderfully clean. A railroad leads into the country, through and into beautiful scenery, and little steamers provide access to the many delightful towns along the coast. With its broad savanna of magnificent proportions, perpetually verdant, its palms, grand public buildings, its tropical garden and its cool and inviting surroundings of hills and mountains, Port of Spain should attract annually thousands of visitors. The greatest wonder of the island is the Pitch Lake, reached by a steamer every two days from town, whose surface bubbling asphalt has excited the wonder and admiration of generations.

Steam lines centre here, and connect with the "Quebec Line" steamers, that will carry one in any direction—south, east or west—to British Guiana, Venezuela, Curacao and Caracas. The mighty Orinoco empties its waters here, and up this turbid stream the steamers of the "Orinoco Navigation Company" plough their way as far as navigation permits. Angostura, famous for its bitters, and the gold mines of Bolivar, which seem about to realize Raleigh's dream of *El Dorado* of three centuries ago, can be reached by this line of steamers. Crocodiles, ibis, pumas, cougars, pheasants, monkeys, and all the denizens of tropical wildernesses, are here in abundance.

There is no end to the possibilities of a winter spent in roaming about and over these beautiful tropic isles; but there is an end to all guide-books and to the time at one's command; and let us hope, in closing, that the reader will be induced to measure our descriptions by his own experience among the Lesser Antilles during the coming winter.

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